

REPORT  
Regular Council Meeting  
1992 February 17

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR  
AND ALDERMEN

A. EGLINTON STREET AT GILMON AVENUE

RECOMMENDATION:

1. THAT a copy of this report be sent to the following:

- a) Sally Baird  
4320 Atlee Avenue  
Burnaby, B.C. V5G 3R6
- b) John Mercer, Principal  
Burnaby Central School  
4939 Canada Way  
Burnaby, B.C. V5G 1M1

R E P O R T

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

"BACKGROUND

A letter from Mrs. Sally Baird to the Mayor and Council has been referred to the Traffic Safety Committee and hence to the Traffic Division of the Engineering Department for report. On behalf of the Parent Consultative Committee of Gilpin Elementary School, Mrs. Baird requested that the Municipality give consideration to the installation of a stop sign on Gilmon Street at Eglinton Avenue. She enclosed with her letter a petition signed by area residents.

Since receipt of this letter, Traffic Division staff have called Mrs. Baird to discuss the residents' concerns with the intersection and observed driver behaviour at the location. Mrs. Baird suggested that students from Burnaby Central Secondary School are causing a safety hazard by driving through the area at excessive speed. She feels the situation is particularly dangerous during the lunch period.

John Mercer, Principal of Burnaby Central has been contacted by Traffic Division staff to advise him of Mrs. Baird's concern. His suggestion was that any residents of the area witnessing a student driving in a hazardous manner should contact the school with their complaint. If deemed necessary, Mr. Mercer has the authority to ban the student from bringing their vehicle to school for a specific time period. The parents of the student would be informed that the student can be suspended if he disregards the ban.

INTERNAL DISTRIBUTION:  
AGENDA - 1992 FEBRUARY 17  
COPY - ACTING MUNICIPAL MANAGER  
- DIRECTOR ENGINEERING  
- DIRECTOR PLANNING & BUILDING INSPECTION  
- O.I.C., R.C.M.P.

CONCLUSIONS

Stop signs are used to control intersection movement priority and are usually installed in response to a history of accidents. At the present time, the intersection of Eglinton Street at Gilmon Avenue does not meet the warrant for stop sign installation. Rather than look to stop sign installation as a possible solution to a speeding problem, increased education and enforcement as appropriate is encouraged."

B. PEDESTRIAN CROSSWALK AT HASTINGS AND WILLINGDON

RECOMMENDATION:

1. THAT the following be sent a copy of this report:

- a) Peter Hamilton, Director, Lifeforce  
Box 3117 Main Post Office  
Vancouver, B.C. V6B 3X6
- b) Tom Tasaka  
Barnet Hastings People Mover Project  
#202, 4634 Hastings Street  
Burnaby, B.C. V5C 2K5

R E P O R T

The Assistant Director Engineering - Traffic and Engineering Systems submitted the following report to the Committee:

"1.0 INTRODUCTION

At its meeting of 1991 August 19, Council received correspondence from Mr. Peter Hamilton, Director, Lifeforce, regarding the pedestrian crosswalk at Hastings Street and Willingdon Avenue. At an on-site meeting, Mr. Hamilton further specified the concerns outlined in his initial letter.

Based on this meeting and further staff observation, a report was prepared and submitted to the Committee at its meeting of 1991 September 27. The matter has since been referred back to staff for further review.

2.0 BACKGROUND

The Hastings Street and Willingdon Avenue intersection is a 4-leg signal controlled intersection. The traffic signal is maintained by the Provincial Highways Department. The south leg of the intersection has a broad right-of-way, which allows for a separate lane for northbound right turn traffic. At the intersection, this lane is separated from the others by a small delta island. It is the crossing area between the delta island and the sidewalk to the east that is of concern to Mr. Hamilton and members of the Committee. The general safety concerns of this type of right turn merge are to be considered in a future report to the Committee.

Observations noted that the right turning drivers, while not initially neglecting pedestrians have a tendency to focus on eastbound traffic looking to the left for adequate gaps. Although stop sign controlled, some vehicles only come to a rolling stop through the sign if an available gap is seen.

Major intersection re-design will shortly be considered relative to the Barnet/Hastings people mover project. Accordingly, the staff review has been directed at increasing both driver and pedestrian awareness of potential conflicts by use of additional signing and pavement markings.

3.0 DISCUSSION

The pedestrian crossing between the delta island and the sidewalk to the east on the south leg of the Hastings Street and Willington Avenue intersection is controlled by a painted parallel line crosswalk. An oversize stop sign is in place requiring vehicles to stop before entering Hastings Street and the crossing area. Accordingly, there should be little ambiguity that pedestrians have right-of-way. Staff have, since the initial report, painted a stop bar in advance of the crosswalk. Staff will also install a pedestrian warning sign on the delta island as previously discussed. Staff also propose to augment these measures by redefining and narrowing the travel lane to slow traffic and to provide an increased pedestrian refuge area as shown on the attached sketch (APPENDIX 1). Repainting the lane lining for the right turn lane will concentrate traffic into a defined 2.7m travel lane rather than allowing free reign over the 6.3m of pavement currently usable. This will provide a 1.8m non-travel area on either side of the right turn lane which will result in a much shorter travel lane width for pedestrians to cross.

Further, the refuge areas will be clearly indicated with hatch markings and all lane lines will be highlighted with stimsonites, again clearly defining the travel lane. An oversize stop sign has now been installed and the pedestrian crossing warning signs will be placed both to the left and right of the lane.

These measures are not expected to eliminate all vehicle/pedestrian conflicts, but staff believe that awareness and therefore safety will be improved pending more significant changes to the intersection."

Arising from the discussion, the Committee requested that staff prepare a report regarding the feasibility and cost of relocating the push button control for the pedestrian operated signal at this intersection.

MEMBERS:

Respectfully submitted,

Mr. W. Anderson  
Mr. D Baker  
Mr. W.B. Bennett  
Mr. M. Bloomfield  
Mrs. L. Brown  
Mrs. G. Evans  
Mr. T. Hulme  
Mr. E. Fourschalk  
Mr. D. Ramsbotham  
Mr. W.B. Roxburgh  
Mr. R. Weston

Alderman J. Young  
Chairman

Alderman D. Evans  
Member

Alderman D. Lawson  
Member

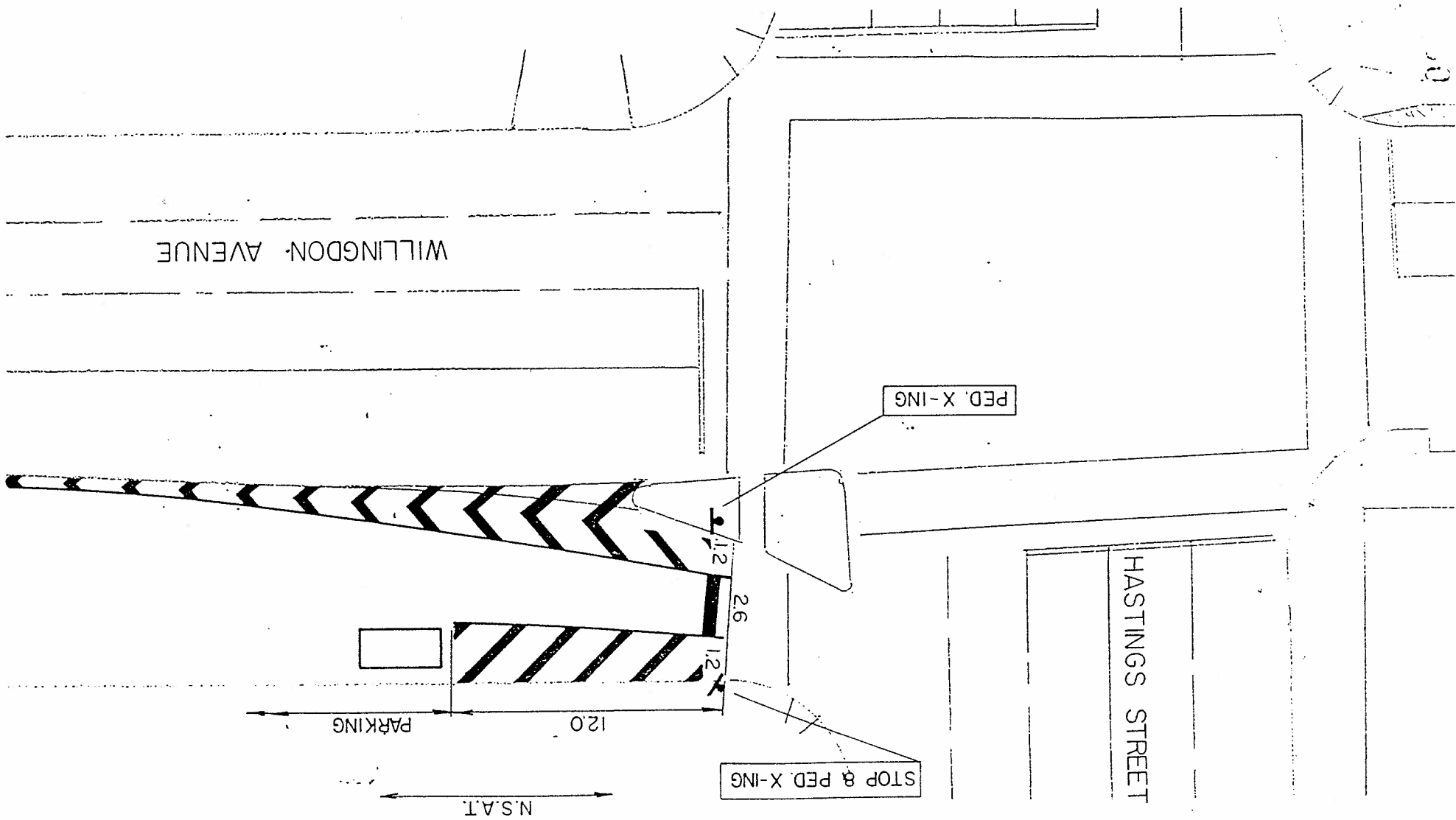
Alderman C. Redman  
Member

PROPOSED TRAFFIC MODIFICATION  
AT THE INTERSECTION OF HASTINGS AND WILLINGDON

DESIGNED BY: SCALE: 1:250  
DRAWN BY: H. LOUIE DATE: 92-01-27  
CHECKED BY:  
APPR'D BY: L - 2691

DATE	REVISION

APPENDIX 1



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